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[a34-1]

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[a215]

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SHEWAN, TOMES & CO.,
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The Daily Press.

HONGKONG, APRIL 5TH, 1910.

THAT there will be another General Election in Great Britain within a month or two seems more apparent with each succeeding telegram from Home, and should it take place in May, as recent political events are interpreted to indicate, the present Parliament will be chronicled as one of the shortest-lived in modern times. Not since the famous Short Parliament of the seventeenth century has there been one in which the interval between its summoning and its dissolution has been so brief, and certainly not since the stirring times of that early period has there been a Parliament confronted with greater constitutional issues than the present. The result of the polling made it clear to most people that another appeal to the electorate could not be long delayed, but the leaders of both parties were agreed that an immediate election would be little short of calamity, for the simple reason that no greatly different result could be expected, and the dislocation in the affairs of the State would be too serious to be lightly contemplated by responsible politicians. Yet, that view notwithstanding, it would appear as if an impasse had been created, and unless something unexpected happens, a dissolution is not improbable next month, a result which it is not difficult to trace even from the meagre telegraphic information, to Mr. Redmond and his Nationalist followers.

Two or three days ago we were informed by Reuters that the Prime Minister had announced his intention of moving certain motions to limit the discussion on the resolutions providing for the practical extinction of the veto of the House of Lords, and this was interpreted to mean that the Nationalists would not oppose the Budget. But the latest news is to the effect that no agreement between the Government and the Redmondites has been arrived at. It is difficult, in the absence of more detailed information, to understand the present attitude of the latter, because it was generally believed they would support the Cabinet in its attempt to sterilise the House of Lords, an accomplishment which was deemed to make more probable the prospect of Home Rule, and the only inference to be drawn is that Mr. Asquith has proved less compromising than was expected. Possibly the Irish party have formulated some fresh demands to which the Premier does not feel disposed to accede, but that there is a deadlock cannot be doubted, as the *Freeman's Journal*, the authority for the statement that no agreement has been arrived at between the Cabinet and the Nationalists, is an organ of some credit. Apart from mere political considerations, the present situation is particularly grave, inasmuch as the working of the State departments is dislocated and the national credit is in some degree impaired. This aspect does not, of course, concern the dictators to the Government, whose chief interest is to endeavour to obtain the gratification of long-cherished political ambitions, but in taking the position they have done they may very probably overreach themselves. Mr. Asquith will not stand for Home Rule of the Gladstonian order, and failing the support of the Irish he may be led to appeal to the Opposition to sink their differences and allow the Budget to pass. But this course hardly seems probable in the light of Ministerial utterances. In the early part of last month Mr. Asquith renewed his pledge to resign if he had no prospect of carrying through the limitation of the veto, and as he is beset with so many difficulties before the resolutions leave the House of Commons it may be expected that his troubles will not be lightened after that event. In any case, whatever the fate of the resolutions, there is a likelihood of another general election before the Budget of last year becomes law, and the date for this election, which was at first thought to be most likely in June, is now stated to be May. It is unfortunate that another appeal to the country should have to be made so soon after the last, but in the absence of a definite pronouncement this is inevitable. The nation will probably speak with a more articulate voice on this occasion, and if a strong Government be returned no one will regret the necessity for the second general election in 1910. Since the above was written, news has reached us that the Nationalists and the Cabinet have bridged their difficulties over the resolutions but that the election is still as imminent.

Sergeant E. MacDonald is now acting Superintendent of the Fire Brigade, Superintendent Lane having gone to England on leave.

Two cases of diphtheria, one British and one Chinese, and one case of purpura fever were reported in Hongkong last week.

Mr. N. H. K. Davidson, the manager of Watson's Aerated Water Factory, is dangerously ill, having burst a blood vessel while stepping into his bath on Sunday.

We are asked to state that at the Royal Artillery Sports next Wednesday on the U.S.R. Ground, Kowloon, post entries will be accepted for the Open Events.

At the Magistracy yesterday before Mr. J. R. Wood, a native who was fined in the recent opium divan case, was charged with assaulting a police officer. The offence was proved, and he was sent to prison for fourteen days without the option of a fine.

The *Jiji Shimpō* says that though the Japanese Government is already resolved to carry out the amalgamation of Korea with Japan, it may not be expected to act soon. Preparations are now being made, and only if circumstances precipitate the final act will the scheme be carried into effect shortly.

The *Straits Times* announces that His Majesty the King has been graciously pleased to approve of the extension of Sir John Anderson's appointment as Governor of the Straits Settlements and High Commissioner for the Federated Malay States. It is believed that the extension will be for three years.

The Chinese administration action reached its twenty-first day of hearing before His Honour the Chief Justice in the Supreme Court yesterday.

H.I.H. General Prince Fushimi, President of the Anglo-Japanese Exhibition, was expected to leave Shimadzu on the 26th March for Kobe, where his ill-health was to embark on the Norddeutscher Lloyd steamer *Kleist* on the 28th for London.

An American engineer, W. P. Linton, and his wife were stabbed by an unknown Filipino at Binalonan, near Baguio, last Wednesday. The wounds were to the heart and the couple are not expected to recover. The motive of the crime is unknown.

The *P. & O. str. Oriental* left Kowloon for Shanghai, one of the saloon boys jumped overboard and was drowned before help could reach him. An investigation has been held and it seems clear that the deceased was of unsound mind when he jumped into the sea.

No little interest has been aroused in Manila over the inquiry as to whether the six Chinese deported from the Islands in August last were entitled to remain. The special Board of Inquiry decided that they were entitled to remain, but the Governor-General ordered their re-deportation.

The Italian Convent celebrates its jubilee in Hongkong on Tuesday, 12th inst. An entertainment will be given at the Convent in celebration of the fiftieth anniversary of the foundation in Hongkong of the institution of the Convent Sisters of Charity. H.E. the Governor will preside.

Four Portuguese sailors from the *Vasco da Gama* were before Mr. E. B. Hallifax at the Magistracy yesterday with committing different offences in Ship Street on Sunday night. M. Ramos was fined \$10 for assault and disorderly conduct; M. F. Gonzales was fined \$5 for disorderly conduct; C. Augusto was fined \$10 for assault; and F. Augusto, who was charged with damaging property, was allowed to settle with the complainant out of Court.

An interesting will case is being heard in H.E.M.'s Supreme Court at Shanghai. The plaintiff, Mary Cochrane, claims for a third part of the personal and moveable estate of the late Captain David Martin as her sole heiress, and the question to which the Judge is now giving his attention is whether the deceased, whose executors are the defendants, had an English or Scottish domicile. Mr. Francis Ellis appeared for the plaintiff and Mr. H. P. Wilkinson for the defendants (R. S. Iry and A. Wright).

The Japanese Budget for the next fiscal year having passed the Diet, the military authorities have selected Nakamiya-maru, in Tokoro, Musashi province, as a site for training troops in aerial navigation, says the *Japan Gazette*. As a first step, an aeroplane invented by Captain Hino, of the Imperial Army, will be tried on the new site, which covers an area of 200,000 tsubo. It is reported that the Japanese Aeroplane Investigation Committee has placed an order with a certain establishment in France for motor engines to be installed in the Hino ships.

A farewell dinner was tendered last night to Mr. A. E. Crapnell by his former colleagues in the service of Messrs. Lane, Crawford & Coy., on the occasion of his leaving that firm, where he had been for the past eight years as accountant, to take up an important appointment in the offices of Messrs. E. S. Kadoorie & Co. The dinner, which took place in the Mess Room, was presided over by Mr. H. Reeves and was largely attended. Mr. Crapnell's association with the firm was referred to in complimentary terms, fitting tributes were paid to the value of his services, and regrets were expressed at his severing his connection with the firm, while good wishes for his success in his new sphere were extended to him.

The origin of the recent scandal about the health of the Emperor of Japan has at length been discovered. Over 40 persons were examined in connection with it, and quite a panic was created. The fact turns out to be that the story was not concocted, in the first instance, with any intention of influencing the Stock Exchange. It was simply a case of an excuse invented by an inquisitorial ledger in an inn. This not uncommon kind of individual, that he had a friend in the Household Department, and going out ostensibly to borrow money from him, returned with a story to the effect that the sudden illness of the Emperor had thrown everything into confusion and that the kind friend was not to be found for the moment. Unfortunately the inn happened to be in Kabuto-cho, where the Stock Exchange stands, and of course the news spread like wildfire. It remains to be seen what action the police can take in such a case.

OPENING OF THE EMPIRE
THEATRE.

Last night Hongkong's new theatre was opened and a vast audience attended. The interior of the building was tastefully decorated, and the stage presented a very attractive spectacle. Messrs. Ramos & Ramos, the proprietors, were "at home," and to their invitation upwards of 1,000 responded. The programme consisted of the latest novelties in films, and the artists, who received very warm receptions and numerous demands for encores, were Miss Maggie Fraser, a dashing soprano, Miss Jessie Lee, balladist and graceful dancer, and the irrepressible Tim Howard, the quintessence of punsters, and Little Day, all of whom acquitted themselves as befitting an opening night. It would scarcely be to the interest of the enterprising proprietors to give a description of this modern music hall, and a visit to the comfortable theatre will satisfy all anxious to learn what the place is like. It is conducted under the able management of Mr. Gonisale, and nothing is lacking in providing a pleasant evening's entertainment.

TELEGRAMS.

[Protected by the Telegraph Message
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DEPARTURE OF THE BRITISH
MINISTER.

PEKING, April 3rd.
Sir John Jordan, H.B.M.'s Minister at Peking, and family left on Saturday for Home on a year's leave, travelling via Siberia. Mr. Max Müller takes charge of the Embassy during his absence. Chinese guards of honour were in attendance, and a large gathering of civil and military officials, both foreign and Chinese, witnessed the departure of His Excellency.

DYING CHINESE OFFICIAL.

PEKING, April 3rd.
His Excellency Lu Ch'uan Lin, officiating President of the Board of Works, is dying.
[He was Viceroy of Szechuan from April, 1895, till September, 1897.]

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE MAD MULLAH AGAIN.

OUTBREAK IN SOMALILAND.

LONDON, April 3rd.
A wire from Aden states that the Mullah has slaughtered eight hundred belonging to friendly tribes and captured their cattle. The friendlies are fleeing towards the coast.

AMERICA'S MORAL
CAMPAIGN.

LONDON, April 3rd.
Cable information has been received from Washington that Government agents have made simultaneous raids on brokers' offices in all the principal cities of the United States with the object of wiping out the bucket shops.

AERIAL FLEET FOR RUSSIA.

LONDON, April 3rd.
It is reported from St. Petersburg that the Duma has adopted the proposals of the National Defence Committee to construct a fleet of airships, to increase the number of field howitzers, and to instal the latest machinery in the artillery works.

MR. REDMOND SPEAKS.

London, April 4th.
Mr. Redmond, speaking at Tipperary, declared that the Nationalists were completely in union with the Government in the anti-veto plan of campaign, and prophesied that the resolutions would be carried by a majority of a hundred. He reiterated his previous utterance that the Budget must not leave the control of the Commons until the decision of the House of Lords on the veto resolutions was known. If the Government gave assurances to this effect, and also that they would not retain office after the Lords had rejected the resolution unless they had secured guarantees from the Crown, then the Nationalists could discuss concessions with a view to making the Budget tolerable to Ireland. He concluded with the warning that, however the crisis of the moment went, an election would be certain in the near future.

POPE REFUSES TO RE-
CEIVE ROOSEVELT.

LONDON, April 4th.
The Pope has refused to receive ex-President Roosevelt unless he undertook not to offend Vatican susceptibilities.

Like Mr. Fairbanks, the ex-Vice-President of the United States whom Pius X. recently refused to receive after he had addressed a meeting at the Methodist College in Rome, Mr. Roosevelt declined to limit his freedom of action.

A MAGISTERIAL DILEMMA.

COCK'S HEAD BRINGS ENLIGHTENMENT.

A case requiring the wisdom of Solomon to elucidate came on for hearing before Mr. E. B. Hallifax at the Magistracy yesterday, when Chan A. King, a well-known contractor, prosecuted another Chinese for the larceny of a number of bricks. Chan A. King, it appears, went to Bay View on Sunday to inspect a row of old houses of his which are being pulled down. When he arrived there he saw a number of coolies carrying away his bricks, and on making inquiries learned that they were in the employ of the defendant, whom he forthwith caused to be arrested on a charge of larceny. The defendant informed his Worship that he had agreed with a foreman in the employ of the complainant to purchase the bricks, but this was absolutely denied by the foreman, and as there were no witnesses to throw further light on the subject, his Worship decided to give both men an opportunity of taking the binding Chinese oath. He instructed Sergeant Pitt, who was in charge of the case, to take the men to the Tiahua Temple, and there have them sworn on the cock's head. The men were taken to the Temple by Sergeant Pitt and a lunko, and a large crowd gathered to witness the ceremony. After the fifth adjournment, when the case was again called, his Worship questioned the sergeant.

CONCERT AT THE CITY HALL.

PRESENTATION TO MR. DENMAN FULLER.

There can be no doubt the audience which attended at the City Hall last night came with the intention of showing a warm appreciation of the popular organist, Mr. Denman Fuller, and their sympathy with his work in the direction of the cultivation of the musical taste of the Colony. But, quite apart from the popularity of Mr. Fuller and the desire to "speed his parting" on his well-earned holiday, the concert itself was well up to the high mark one has learned to expect from the Philharmonic Society.

The pieces de resistance were the songs by Mrs. Schofield, whose charming voice delighted her auditors, especially in the encore "Spring has come." The trio in which Mrs. Maitland, Mrs. Goldsmith and Mrs. Gordon participated was exceptionally well rendered, and part had to be repeated as an encore. Mr. Denman Fuller was particularly happy in his selections and rendered Greig's "To the Spring" with great effect. Mr. C. K. Lloyd, R.N., was in good voice and sang as an encore "I know a lovely garden." The unaccompanied part songs of the chorus showed good work and were well balanced. The last one, accompanied by triangle, tambourine and castanets, proved very acceptable. During the interval H.E. the Governor presented Mr. Denman Fuller with a silver cigar box on behalf of the members of the Philharmonic Society as a little token of their appreciation of his conduct during the past three years. Mr. Denman Fuller replied, thanking the members for the unexpected and delightful surprise.

PROGRAMME.
Part Song—"Phoebe".....Barney
Song—"I love".....Ardid
Vocal Trio—"The snow".....Elgar
Song—"Where's the gold?".....Elgar
Song—"As when the tulip".....Lohmann
Mr. C. K. Lloyd, R.N.
Part Song—"A wind came up out of the sea".....Caul
Interval.
Madrigal—"The dawn of day".....Reay
Song—"Men come's our saviour".....Saint-Saens
Mrs. Schofield.
Piano Solo—"Irish Rhapsody".....Rosenthal
Song—"Up in the saddle".....Wallace
Mr. C. K. Lloyd, R.N.
Chorus—"Seguidilla".....Vincent

LOCAL SPORT.

AMATEUR BILLIARD
CHAMPIONSHIP.

The first organised attempt at settling the question of the billiard championship of the Colony commenced at the Y.R.C. last night. There were very few spectators present when the first game started, but as time passed the attendance increased, and at the finish of the first game about 100 were present.

First Round.
COOPER v. PHILLIPS.
The balls did not run at all well at the commencement of this game, and the new balls seemed to trouble the players a lot, as they each missed several good openings. The first break of the night was by Phillips, who made a 40 in the third hundred. Cooper passed his opponent at the end of the fourth hundred and finished an easy winner with the scores—Cooper, 500; Phillips, 441. The best break for the winner was a 20.

ATTEMPTED ARMED ROBBERY IN
THE CITY.

INDIAN WATCHMAN SERIOUSLY STABBED.

A serious case of attempted armed robbery was reported to the police on Sunday night. According to the story told, some seven men armed with knives, gained entrance to a marine store dealer's shop at 144, Des Voeux Road West, some ten minutes before ten o'clock on the night mentioned. One of the robbers knocked at the door of the shop, and said he was the bearer of a very urgent letter. The door was opened by a foki, and a number of men rushed in. Holding their knives ready for action, some of the intruders warned the foki not to make a noise, while two men went upstairs to the master's room. They told the proprietor he was wanted downstairs, but as he refused to go they assaulted him. He raised the cry of "save life" and the alarmed foki, finding their voices, joined lustily in the shout. The robbers took fright and all but one gained the street, and ran in different directions. One fled along Des Voeux Road West, but when near Eastern Street was stopped by an Indian watchman. The runaway fought desperately to get out of the Indian's grip, and in the struggle both men fell to the ground. The Chinese, whose head is supposed to have been opened by the fall, drew a clasp knife and stabbed the Indian in the side. Just then another watchman and a lunko came to the disabled man's assistance, and while one seized the alleged robber, the other drew the knife from the side of the injured watchman, who became unconscious. He was removed to hospital in a serious condition, and is not expected to recover. The prisoner was taken to the lockup, and then the police proceeded to the scene of the attempted robbery. There they found the man who had sought safety by hiding in the shop in the grip of the foki. He was armed with a large butcher's knife, and was in possession of three bags. In a search the police discovered a false gun, which was said to have been worn by the first prisoner that night. The second man arrested stated that he and his comrades came to the Colony from Manoa. Both men will probably appear at the Magistracy on charges of attempted armed robbery and cutting and wounding with intent to murder.

A JEWELLERS' ACQUAINTANCE.

A Chinese, who has evidently more than a passing knowledge of jewels and their worth, was charged before Mr. E. B. Hallifax at the Magistracy with stealing a gold ring valued at \$125 from Messrs. Gaupp & Co. The accused was recognised by the police as an old offender, and admitted to them that he formerly victimised Messrs. Sonnet Freres, and Messrs. Falconer & Co. Some two years or more ago, he stated, he obtained from Sonnet Freres four diamond rings valued at \$250, and these, according to police records, were afterwards recovered from a pawnshop. Subsequently the same offender entered the establishment of Messrs. Falconer & Co., and departed with three rings valued at between \$700 and \$800. These were missed after his departure and the police were informed, the result being that Sergeant Murphy arrested the defendant on the 14th Italian just before he left for Swatow. On that occasion the defendant was wearing one of the stolen rings, and was also found in possession of several rings studded with faked diamonds, opals and other stones. He was also discovered to have returned from banishment before his period of exile had expired. The Magistrate who heard the case sentenced the offender to twelve months' imprisonment with hard labour. When this time was served, the culprit remained in police custody awaiting a boat to Swatow, whither he was to be banished again. He was prostrated with illness, however, before the boat arrived, and it was found necessary to remove him to the Tung Wah Hospital. From this institution he escaped, and a few days later again appeared at the Magistracy on charge of stealing a pair of boots. For this offence he was again convicted, and went to goal for fourteen days, after which he was banished. But a call to Hongkong appears to have overtaken him again, for, although he knew his time of exile had not expired, he returned, and has been arrested for the theft at Gaupp's. The missing ring, however, has not been recovered; he informed the police that he threw it away when he was arrested. The complainants in this instance informed the Magistrate that they did not intend to proceed with the case, so his Worship sentenced the prisoner to twelve months' imprisonment with hard labour for returning from banishment.

DEVONIANS AT DINNER.

The members held their annual dinner at the Hongkong Hotel on Saturday evening, when covers were laid for twenty. The menu included Devonshire junket, apple dumplings, cream, also gin and cider.

The President, Mr. Shelton Hooper, after the loyal toasts had been honoured, proposed the toast of the evening, "Devon, our County," expatiating at length on the beauty of the county, the long list of famous Devonians in all walks of life, and the longevity of its inhabitants.

Mr. Northcote, hon. secretary and treasurer, then read in the "dialect" the minutes of the last meeting, which were duly confirmed. Mr. Shelton Hooper was re-elected by acclamation as President for the coming year, and Mr. Northcote, who received a hearty vote of thanks from the members for his work in past years, was again unanimously re-appointed hon. secretary and treasurer. Business being over, a pleasant evening was spent with songs and recitations in the dialect.

SHIPPING NOTES.

Better late than never! The Hongkong Government have at length been moved by the petition of master mariners for the better lighting of Capatsum Pass to order an acetylene gas beacon with explosive fog signal bell to be installed on Kapsing Island. The light is to be of the sixth order, bright, occulting, and visible for five miles on a clear night.

The Hongkong Chamber of Commerce has suggested that a typhoon signal station be placed at Yast Tze Mui, but the Government regard the site on Baughina Hill as inaccessible and the capital cost—\$1,500, exclusive of the cost of providing and fixing lanterns—too great to warrant proceeding with an undertaking which is not deemed an urgent necessity.

A skipper well known on the China coast has been removed by death, Captain Edward Richards, who for some years has been master of the China Navigation Steamship Company's steamer *Ningpo*, having been carried off by smallpox at Shanghai a week ago. Deceased, who had never known a day's sickness during the eighteen years he had been in the East, recently sent in his resignation. He intended leaving for home during April, and he was making what he thought would be his last trip before leaving, when, while at Swatow, he was smitten with a very severe attack of confluent smallpox. On arrival at Shanghai he was taken to the Isolation Hospital, where he passed away on the 27th inst. Deceased, who was a native of St. Ives, Cornwall, leaves a wife at home, whom he was so shortly expecting to again join in well-earned retirement, and for her, as well as an only daughter at Shanghai, the greatest sympathy is felt.

Another example of a large insurance is that recently placed on the vessels to be built for the Spanish Navy by a Spanish construction company at Ferrol and Cartagena in conjunction with three leading British firms. The insurance to cover the building of the three battleships and 30 smaller vessels, consisting of gunboats, torpedo-boats, and destroyers, amounts to over \$8,000,000. The policies take effect from the time of laying down the keels until the vessels are handed over to the Government, and insurance, which was effected on two slips, is expected to take about eight years to run off. It speaks volumes for the capacity of the market to swallow big amounts that practically the whole sum was placed in London. An insurance of the size might perhaps be offered elsewhere first, but inevitably the bulk of it would have to go there through agencies or in the shape of reinsurance.

The Canadian Northern Railway Company have decided to start a new line of steamers between Bristol and Canada. It was stated in *The Times* of February 5 that a new service was about to be inaugurated by the company, but that it was anticipated in Southampton that the steamers would use that port. Mr. D. B. Hann, the third vice-president of the Canadian Northern Railway Company, after having visited Southampton, Bristol, Liverpool, and Glasgow, has decided on Bristol as the British port for the service. The company recently purchased the *Heligopolis* and the *Cairo*, 20-knot steamers formerly engaged on the Mediterranean, and these are being adapted to the Clyde for the Canadian trade. The new line will be known as the "Royal Line," and the steamers will run from Bristol to Quebec and Montreal during the summer months and probably from Bristol to Halifax during the winter months. The boats will be known as the *Royal Edward* and the *Royal George*. They will have a speed of 21 knots and will possess accommodation for 350 first, 250 second and 600 third class passengers. A station has just been completed at Bristol at a cost of \$30,000, and the Canadian Northern Railway Company will be the first to use it. The Harbour Commissioners have made complete arrangements for the despatch of passengers and baggage, and special boat-trains will be run by the Great Western Railway Company. The sailings from Bristol will begin about the middle of May.

The disagreeable experience of the Allan liner *Ionian*, which arrived at Glasgow badly damaged by collision with a dory on her voyage from Boston, emphasises a source of danger which is ever present to the mariner. At regular intervals the shipping newspapers publish lists of derelicts and floating wreckage, and these are sometimes quite alarming in their proportions. The latitude and longitude in which such floating dangers were last seen is always given, but the information is of relative value only, for the simple reason that these ocean pests are at the sport of wind and sea, and are always turning up in unexpected places. The published warnings no doubt induce to the keeping of an exceptionally careful look-out. As often as not, however, the mariner arriving from some distant port is of necessity ignorant of the advisory notices which have been issued for his benefit.

The *Perak* arrived in Singapore ten days ago from Port Dickson two hours or so late. When off Malacca the previous night she showed down to five knots or so. It was found that her bunkers were empty, and the furnaces had to be fed with whatever wood came to hand that could be spared.

The steamer *Tenyo Maru* entered the port of Fusan on the 23rd ult., towing the carcass of a whale, which she had picked up. The vessel, while steaming through the straits of Tsushima that morning, found it floating on the waves. A boat was lowered and an examination revealed that it had in the abdomen a serious wound inflicted with a harpoon. The whale appears to have escaped from a whaling vessel only to die afterwards. It was about twelve feet in length.

COMPANY MEETING.

THE NATIONAL BANK OF CHINA, LIMITED.

An extraordinary general meeting of shareholders in the National Bank of China, Limited, was held at the office of the Bank in Queen's Buildings yesterday afternoon. Mr. C. Evans presided, and there were also present: Messrs. Ellis Kadoorie, P. Davidson and P. Loureiro (Acting Manager).

The Acting Manager read the notice convening the meeting.

The Chairman proposed that the following resolutions, passed at an extraordinary general meeting held on March 19th, be confirmed as special resolutions:—

That Article 154 of the Articles of Association be struck out and the following Article substituted therefor:—

The Directors shall provide for the safe custody of the Seal, and the Seal shall never be used except in the presence of a Director or of some person appointed by a Managing Director or by the Director who shall sign every instrument to which the Seal is affixed, and every such instrument shall be countersigned by the Secretary or some other person appointed by a Managing Director or by the Directors.

Mr. Kadoorie seconded, and the motion was agreed to.

This was all the business.

SUGGESTED UNIVERSITY FOR KOREA.

The latest university project in the East emanates from Korea. Mr. Yi Chongho, the grandson of a well known Korean statesman, is reported to be canvassing his countrymen to raise a fund in order to establish a private university, and of the 300,000 yen which he considers necessary to erect and equip the institution he is willing to contribute 150,000 yen himself. *The Seoul Press* has the following comment on the project:—

We do not desire to throw cold water on Mr. Yi's zeal, but it strikes us rather as a pity that he should think a university of this nature he hopes to establish is needed in this country. To us it appears that Korea of to-day wants businessmen, agriculturists, manufacturers and engineers with practical modern knowledge far more than she does politicians and lawyers. What is the use of the use of Mr. Yi's money? Can it be said that Korea is rich enough to need such men? Korea should first have men who make money and then think of obtaining men who adjust it.

ALLEGED ESPIONAGE IN THE PHILIPPINES.

The two Japanese spies, who were arrested last week with the soldier Saxe in an attempt to get from the latter photographs and plans of the fortifications at Corregidor, are still in the custody of the military authorities at Cavite, Espana, where they are being held by order of Major-General W. P. Duval, until he receives orders from Washington. Private Saxe is held at Fort San Antonio, and it is said that he will be sent to the United States on the next transport. He is of German parentage with eleven years of continuous service and a good record throughout to his credit. He is the expert photographer who took all the official photographs of the recent Cavite. He also took all the photographs of troops during the recent manoeuvres. General Duval will probably receive orders to-day concerning the Japanese. It seems that under existing laws very little can be done beyond turning them over to the Consul, who will probably cause them to leave the Philippines.

The Japanese Consul up to the present time has not been interested in the fate of his countrymen. This, says the *Cablenews American*, is unusual. A new development in the case was manifested on Thursday last when a writ of *habeas corpus* was asked for the two Japanese. A Washington telegram stated that the American War Department is afraid that a mistake has been made.

NOVEL ACTION IN TOKYO.

A noteworthy case arising out of an action for compensation for damage caused by the factory noises has recently been heard in the Tokyo District Court. *The Japan Herald* states that Mr. Yamamoto, a member of the Diet, is the plaintiff, while the Imperial Cold Storage Company, Limited, are the defendants. On the 17th ult., Judge Asano, accompanied by Dr. Onozaki and a clerk, as well as Mr. Yamamoto, and others, visited the Company's premises and inspected the factory. According to the statement of Mr. Yamamoto, the wall and other parts of his residence situated on the lot of land adjoining the factory have been greatly damaged and moreover, his noise is unable to sleep owing to the noise issuing from the factory. His daughter, who has been in the Red Cross Hospital undergoing treatment for nephritis since last year, recently returned to the house, but being unable to sleep on account of the noise, has again entered the Hospital on the advice of her doctor. He, therefore, attempted to consult with the Company on the matter, which, however, has refused to see him, hence the suit. Mr. Yamamoto is of opinion, says the *Marine Herald*, that the law should be revised if the company contends that the factory has been constructed and the business was commenced after obtaining permission from the authorities, and that if the noise and vibration were reduced, business would have to be suspended. It is reported that the Company will not explain even though it is ordered to pay the damages claimed, amounting to ¥5,800.

LATEST STEAMER MOVEMENTS.

The *Apar str. Aratona Apar*, from Kobe, left Moji on the 3rd inst., and may be expected here on or about 8th inst.
The *C.E.M. str. Empress of Japan* arrived at Kobe at 7 p.m. on the 1st inst., and left again at midnight same day for Yokohama, where she is due to arrive at 6 a.m. on the 3rd inst.
The *C.E.M. str. Empress of Japan* left Yokohama on the 3rd inst., at 3 p.m. for Vancouver and Victoria, B.C.
The *T.K.K. str. Tenyo Maru* will leave Yokohama on the 4th inst., and is due to arrive at this port on the 12th inst.
The *P.M. str. Siberia* arrived at San Francisco on the 1st inst.
The *Apar str. Japan* from Calcutta left Singapore on the 4th instant afternoon, and may be expected here on or about the 9th inst.

RACE FOR SOUTH POLE.

Captain Bartlett, frantically straining like a greyhound in the lead, was at New York to-day, says the New York correspondent of the *Daily Telegraph* on March 10th, eager and anxious to sail at once for the Antarctic Circle, there to the line, as it were, with Captain Scott, in the famous race to the South Pole. It is somewhat of an anomaly, perhaps, that Captain Bartlett, a Newfoundland, should be the British subject, and he is expected to lead an American expedition, but he is apparently the best candidate we can find in the States. He is the Shackleton of America, and accompanied Rear-Admiral Peary to within 119 miles of the North Pole, and inasmuch as Sir Ernest Shackleton got within 111 miles of the South Pole, the difference between the two men is just about eight miles.

I had two hours' intimate chat with Captain Bartlett to-day, and realised how completely he possessed of just those qualities of heart, mind, and body which would fit him for the leadership of any expedition, whether in the Arctic, Antarctic, or even the Torrid Zones. After blazing the track for Rear-Admiral Peary to the North Pole, and something the path for his chief's return, I rather suspected that he might suffer a trifle from swollen head, but I found him to-day so modest, unassuming, and retiring as any Newfoundland fisherman.

To Captain Bartlett's way of thinking it is rather easier, perhaps, racing towards the South Pole, because, as he explained to me:—"In the Arctic around the North Pole there is always that terrible nightmare of shifting ice and open water. The high winds and crevasses of the Antarctic land have difficulties of their own, but they seem more preferable to me than the haunting knowledge of a dangerously insecure surface of ice. Even the Eskimos hate to leave the sight of land, and Arctic explorers are like fools who have rushed in where angels fear to tread."

Rear-Admiral Peary says that this race to the South Pole will be the most nerve-racking contest the world has ever seen, so I asked Captain Bartlett whether the sporting side of the affair appealed to him.

"Not the least bit," said the Newfoundland gallantly, "sport, he blomed! This race, if it ever comes off, will be practically decided before it has begun. It is chiefly a question of equipment, organisation, and training. I believe that Captain Scott will reach the South Pole, but it will be a hard uphill, continuous fight every day of the way. America will also reach the South Pole, but who reaches the goal first, England or America, depends upon what I have said about preliminaries. This side some people have of a pack of dogs galloping South in quick stages, with hot coffee at convenient stopping places for explorers on their way, is childish."

"Were you present," I asked, "when Peary in Greenland got the first news that Cook had found the North Pole?"

"Well," was the reply, "they're not fit for reproduction in a high-class paper like *The Daily Telegraph*."

All Cook tactics, he added ironically, would be avoided in the American hunt for the Pole. "We shall take no Eskimos with us, and we shall have no data to passing whalers or teachers; and there will be no demand for gunboats."

"When will the American expedition start?"

"The date is still unsettled, but I'll hazard a guess. Possibly earlier than most people on your side of the Atlantic expect."

THE GERMAN EXPEDITION.

Lieutenant Filchner, the leader of the projected German Antarctic Expedition, was interviewed by the *Reuter's* correspondent on his return to Berlin from a visit to Hamburg. The lieutenant expressed surprise at the assertions made in England with regard to the route of his Antarctic expedition. There could be no question whatever, he declared, of an attempt on his part to "jump the claim" either of the British or the American expedition. On the contrary, Lieutenant Filchner said, he would content himself to leave the Pole to his rivals. He intended to start from Weddell Sea and to cross the Antarctic Continent to Ross Sea, picking up his depot of provisions at the foot of the mountain range crossed by Sir E. Shackleton, but the Pole would not be his aim. His object was to verify the theory that the Antarctic continent consisted of two islands divided by an arm of the frozen sea, running clear across Antarctica.

So far from there being any question of international jealousy, he considered it not unlikely that he might approach the organisers of the American expedition with a view to sharing a common base at Weddell Sea. Further, it had now been settled that he would not start before 1911. His relations with the British authorities and scientists in connection with his exploration work in Central Asia had always been most satisfactory, and he could not now conceive any ground for friction.

With reference to the suggestion that he should start from Kaiser Wilhelm der Zweite Land, Lieutenant Filchner pointed out that this was impossible owing to the immense distance he would have to cover in order to cross the continent from that point.

AN AMAZING DOG.

A Moscow correspondent, writing to a London journal, says that the criminal classes are beginning to believe that the police dog Tref is possessed of an evil spirit.

It was rumoured the other day in the night shelters and criminal dens of Moscow that Tref and his keeper were on the track of certain robbers, and were about to scour the town. Tref's reputation is such that this report, resulted in a partial "save all post" among those whose records and consciences were not clean.

It transpired that a number of banknotes and other valuables had been stolen from a Moscow gentleman named Porokofsky. Tref's services were immediately requisitioned. He was put on the scent of the thief and after taking a circuitous course entered a night shelter, and made straight for an old coat belonging to the house painter, who was known under the name of Alexander.

A cabman drove up at this time and complained that he had just been robbed of a coat and banknotes. Tref was at once sent to the scene of the theft, and within a few minutes found the clothing concealed in the courtyard of a neighbouring house. His exploit was witnessed by an amazed crowd of spectators.

INDIAN ITEMS.

So far as we have been able to ascertain the facts, we (Englishmen) believe that the Government of India have no intention of imposing countervailing duties on tobacco and cigarettes in India. The desire that they should do so may be strong in certain quarters in England and elsewhere, but that is no reason why country manufactured tobacco should be raised in price.

The *Indian Mirror* says:—"Taxation is not a very pleasant word to the public ear, but in the present instance, the unpleasantness has been minimised as far as possible, by a judicious selection of the articles on which extra import duties are to be imposed. On the whole it has to be conceded that Sir Guy Fleetwood Wilson has managed well. For one thing, he has kept the expenditure under control, so far as it has been possible, without impairing the efficacy of the duties. Indeed, no other Finance Minister could have done better. The Government of India have been placed in a position of considerable embarrassment by the remission of the salt tax and the reduction of the opium revenue. Both of them have raised the Government immensely in the estimation of the people. The former is a boon to the poor; the latter to the consumer in general. The practical closing of those sources of revenue added to the successive years of bad harvest, and to famine conditions prevailing, over various parts of the country, produced an inevitably depressing effect upon India's financial condition. Sir Guy Fleetwood Wilson has found the ways and means with the minimum risk of adverse criticism. He should have the sympathy and support for which he has appealed."

Sir Guy Fleetwood feared that his budget would be considered as a Scyllaebudget, for it seemed to meet the deficit in revenue by augmented custom duties. If the result of such taxation were to stimulate indigenous industries the country may find some compensation for the burden of additional taxes. On the other hand, India has to recoup the loss in revenue, due to the reduction of the opium trade, by additional taxes. The propriety of inflicting the whole burden upon the consumer is very questionable, especially as it was decided by Parliament to extinguish the opium trade not at the instance of India but at the suggestion of a handful of enthusiasts. It would have been a more equitable adjustment if the humanitarian Government, before moving for the abolition of the opium trade, had borne a reasonable proportion of the consequent loss in revenue to India. As it is, the deficit has to be met by India single-handed through enhanced taxation. —*East Gifford* (Bombay).

TIBET.

The Chinese Government is very anxious to create a good impression in regard to the administration of Tibet, and official statements to the effect that the Tibetans do not resent the rule of the Dalai Lama, that quiet prevails throughout Tibet and that the bordering States are not really interested in the fate of the Lamas, are regularly given to the Press. Of course it is advisable to minimise, as much as possible the possibility of a rising of the Lamas, but it is impossible to overlook the fact that Lien Yu, the Chinese Ambassador at Lhasa, has shown greater discretion and that a certain enterprise than discretion, both in Tibet and Bhutan. Indeed, writes the *Peking correspondent of the N.Y. Daily News*, Lien Yu evidently fears that the situation may become too difficult for him to manage without further assistance from the Central Government; for he telegraphed to the Lhasa on Friday last stating that the Bhutanese would probably make an official request to China for the Dalai Lama's dismissal to be cancelled. Friends of the Dalai Lama, who are anxious to see the Chinese Government, judge the Chinese attitude as being a step towards the improvement of the situation, and concluded by suggesting that reinforcements should be hurried to Tibet from the neighbouring Chinese provinces.

It has been known, however, for some time that the Bhutanese viewed the dismissal of the Dalai Lama as an injury and somewhat in the nature of a slight upon their religion; and the British feeling is said not to be so acute; and the British authorities, who are the British position to judge the attitude of their Bhutanese friends, are apprehending a serious trouble. The Dalai Lama has been degraded and doubtless some little measure of assistance, as a mark of their sympathy on their part, is the least that could be expected of them.

The Mongols who were inclined to side with the Dalai Lama have been persuaded, it is reported, that the Dalai Lama was a layman who deserved no consideration at the hand of the Chinese. The chief Lamas, priest of the Mongols, who have wrought the change in the minds of his excited countrymen, and so the real danger has been removed.

In order still further to pacify the Tibetans the Chinese Government contemplates sending a commissioner to Tibet. It has not been decided who the commissioner will be, but Prince Kelaching is mentioned. He is a Mongol Lamas who loyalty to China is unquestionable, and he is a good deal of a progressive and enlightened man. His visit would probably have a splendid effect upon the minds of the Tibetans, and would be a splendid illustration of the empire's much more likely to impress the rude Tibetans than the military display of a few thousand troops. Prince Kelaching would probably travel by India and he would be accompanied by a retinue befitting the rank of a powerful prince.

MASQUERADE OF PORK.

Mr. John Burns was to be interpolated by Mr. Pell in the House of Commons on March 10th whether he could state what had become of the shipments of Chinese pork which were refused permission to be landed in London; and whether he had any official information showing that these shipments were to be sent to the Isle of Man to be cured there into bacon, and then shipped to England.

Mr. Pell was also to be interpolated by Mr. John Burns as to whether he was aware that a house which was said to have been manufactured from Chinese pork was now being offered for sale at much below the market price and described as best Wiltshire sides, cured in England; and, if so, seeing that this description was a fraud upon the consumer and the Wiltshire curers, and a breach of the *Merchandise Marks Act*, what action he proposed to take.

LLOYD'S, LONDON.

In *The Times* of March 11th an announcement appeared to the effect that the committee of Lloyd's stated that Lloyd's had no connection with a firm operating under the name of the W. H. Crane Company. We say the *Times* willingly give unusual prominence to this disclaimer, because it seems to us that when a novel use is made of familiar phrases the precise significance of those phrases should be properly understood.

It is probably unnecessary to say that London is by far the biggest insurance market in the world. The marine insurance market consists of several companies, and of many firms of brokers and of underwriters, members and groups linked together in the association known as Lloyd's. The fact that the market is now able to transact so big a business is largely due to the organisation which has been built up with ramifications practically everywhere. The existence of Lloyd's agents in every port of the world makes the reporting of ships' movements easy, and when casualties occur the information is immediately sent to Lloyd's, the advice of agents is sought, and underwriters know that everything that can be done to save the ship and cargo is being done. All this costly organisation greatly facilitates the practice of marine insurance, but business would nevertheless drift to other centres if the financial credit of those who carry it on here were seriously impaired. As the volume of business has grown, so the old methods have needed revision, and during the last year or two, especially, the market has been considering where improvements are required, and putting those improvements into effect. The result is that the public is now much better protected than it was a very few years ago, and though there is sometimes friendly competition between Lloyd's and the companies, both have a common interest in maintaining a high reputation for the whole market. In the past, the number of cases in which the outside public has suffered through inability to settle claims has been very small indeed, and now that a certain amount of co-ordination has been introduced the prospects for those doing business are considerably brighter. The stricter financial tests imposed on underwriting members the more likely it is that business will be conducted on careful lines, and the better it is for everyone concerned. As the companies' balance-sheets can always be studied, and it is known that the accounts of underwriting members of Lloyd's must be audited and members certified as capable of meeting the amount of claims that experience shows may be expected, it is too much to expect of a new association created for business and hoping apparently to share the prestige belonging to a London office, that it should explain under what system it works and what guarantees the public has that claims will be duly met by its underwriting members? So far, information given by the company referred to has been so slight that it seems natural that Lloyd's should wish to dissociate itself from the operations of this new creation.

LLOYD'S IN THE UNITED STATES.

Lloyd's was known in London as long ago as 1688, and has been established at the Royal Exchange since 1774, but as this institution became more and more flourishing a number of small companies and individuals in the United States assumed the name of Lloyd's for the purpose of conducting marine insurance business. Some of these institutions were so unsatisfactory that recently the New York Insurance Department of the State took the matter up and prepared a report which stated that there were no less than 75 institutions at work in New York State. Only one of them, the *Continental*, was a marine insurance company; one or two wrote both fire and marine insurance; a few others apparently only wrote fire insurance risks. It appears that when a Bill was introduced in March, 1892, to codify the insurance laws, an effort was made to prohibit the formation of additional Lloyd's associations; it was provided, however, that the legislation should not become effective until October 1st of that year. There was consequently a great rush to form new associations in the intervening months, and it is even stated that on one afternoon about 30 of these associations were started, many of the so-called efforts being afterwards sold. Unscrupulous chancers were made to organize other Lloyd's institutions in the United States, with the result that in the past many associations failed to meet their engagements, and as a result of criminal proceedings certain Lloyd's associations have failed. The following account from the report is significant:—"In conclusion, it would be perhaps, to be stated that, while the history of the so-called Lloyd's institution in the State of New York is neither creditable to such institution nor to the State, there are a number of Lloyd's associations which are honestly and properly conducted. This fact should not be lost sight of by anyone reading this report."

These remarks are inserted to show that the word "Lloyd's" in the United States has a different meaning from that which it conveys in this country, and to lay stress on the fact that the phrase "Lloyd's, London," has a special meaning all the world over.

During the past few months, various inquiries have been made in London at the request of foreign correspondents regarding the status of this new undertaking (the W. H. Crane Company). In one case, a policy headed "British Underwriters," signed, and stamped with an underwriting name, but when inquiries were made in London as to the financial position of those signatories no information was forthcoming. In another case a clause was inserted in a certificate to the effect that in the event of a claim arising application should be made to Lloyd's agent, although no authority for such a reference had been sought. The company appears to have been circulating forms in different centres abroad, and much below those cases, the terms offered are much below those of writing to London to ask what security is given by the new undertaking.

Quite lately a policy in a rather more striking form has been offered, accompanied by a letter in which the following sentence occurs:—"In reference to the standing of Lloyd's, in case you desire to know anything of same, we believe your bankers will be able to supply you with required information, as they are very well known throughout all parts of the world." The peculiar fact about this incident is that the specimen policy sent was not one regularly issued at Lloyd's, though very similar in form. The wording of the policy is practically identical with that of an ordinary Lloyd's policy, and what are known as Institute time clauses are attached. Neither the companies nor Lloyd's, however, have any proprietary rights in these phrases, and it is open to anyone to use them. The following list of subscribers is given in the policy by means of a rubber stamp in the form similar to that adopted at Lloyd's.

How to be BRAUTFUL—Keep your complexion, Mrs. Ellen's Cream, Chambray, Lait Chamois and Special Skin Tonic and Powder. Charms for the Skin are the study of a lifetime. A. G. Watson & Co., Ltd., Sole Agents.

HAD ECZEMA FORTY YEARS

Off and On—Mass of Small, Watery Spots Came on Hands, Feet, Legs and Head—Irritation was Fearful—Sought Different Doctors and Skin Hospitals in Vain.

FOUND "WONDERFUL" CURE IN CUTICURA

"I have suffered off and on with eczema for forty years in my hands, feet, legs and head. It always came in a mass of small spots, and a considerable quantity of watery matter used to come from them. I have been under many different doctors and in different hospitals for the treatment of the skin (in one for sixteen weeks and it only got worse) but derived little or no benefit. Last year I commenced using the Cuticura Ointment. The first tin of Cuticura Ointment began to heal the sores and gave me great relief from the fearful irritation. Since then I have used two more tins of Cuticura with Cuticura Soap and Pills and am quite well which considering the years I have suffered with eczema, I consider wonderful. I can candidly say the Cuticura Remedies alone were the only things that cured me. I have already persuaded one of my friends to give them a trial, and shall continue to recommend them. Too much can never be said in Cuticura's favor. Mrs. Marie Spencer, 9, New St., Covent Garden, London, W.C., Eng., July 10 and Sept. 29, 1908.



Delights in the use of Cuticura Soap and Cuticura Ointment. The Cuticura Remedies are sold wherever the British flag flies. London: 27, Chancery Lane; Bristol: 1, The Arcade; Cardiff: 1, The Arcade; Glasgow: 1, The Arcade; Liverpool: 1, The Arcade; Manchester: 1, The Arcade; New York: 1, The Arcade; San Francisco: 1, The Arcade; Sydney: 1, The Arcade; Toronto: 1, The Arcade; Vancouver: 1, The Arcade; Wellington: 1, The Arcade; Yokohama: 1, The Arcade.

Each one fourteenth part.

John Sims, Benjamin J. Rix, Michael Driscoll, Thomas Storga, James J. Carter, Gerald Crane, William Hayford, James Miller, Michael Driscoll, John Tanton, Jerry Williams, James Tanton, Samuel Clark, Edwin Parker.

If these are names of men of means, the signatories will be well advised to state publicly what their position is, and the companies and Lloyd's will then have to admit that they are faced with a very enterprising form of competition. Failing such a pronouncement, it would be only prudent on the part of intending clients not to accept any policies bearing such a phrase as London Lloyd's at the hands of the W. H. Crane Company.

SCHOOLBOY'S ROMANCE.

Mr. Philander C. Knox, jun., who has furnished the society sensation of the week in New York by running away from his school at Morris Heights, Providence, R.I., and marrying a twenty-two-year-old drapery assistant employed in a Providence department store, went to Washington on March 6th with his bride and her mother to plead for the forgiveness and blessing of his parents. According to the Washington correspondent of the *New York Herald*, the errand youth had an exceedingly unpleasant interview with his father, the Secretary of State, and was not even allowed to see his mother, who is reported to have been his wife and her mother anxiously awaited the outcome of his visit to his father. Mr. Knox, jun., wore a very dejected expression. His father, he said, was extremely angry, sternly refusing his forgiveness, and requesting him to clear out of Washington at once. "I shall have to hustle for myself now," said the disconsolate young bridegroom to the *Herald* representative. "I shall go back to Providence and get a job and work hard. My wife's worth working for."

RUBBER SPECULATION.

According to a statement published at Berlin on March 9th, a number of the most valuable plantations in the Usambar district in German East Africa have passed into the hands of a British syndicate for very satisfactory prices for the vendors. The properties sold include the East African Rubber Company's great plantation at Lewa. The new owners intend to make a great outlay of capital for the development of the properties. —*Reuter*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 4th at 11.55 a.m. The barometer has risen slightly over N. China, and fallen a little over N.E. Japan and at the stations around the China Sea. The high pressure area remains over N. China, and pressure is relatively low over the S. part of the China Sea and the S. Philippines. Strong N.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (*) N.E. winds, strong. Formosa Channel, ... strong. South coast of China between Hongkong and Lamook. Same as No. 1. South coast of China between Hongkong and Hainan. Same as No. 1. (*) N.E. and E. winds, strong; fair at first probably some rain later.

SHIPPING.

ARRIVALS.

AMERICA, British str., 2,385, Boyd, 2nd April—Manila 30th March, General—Doddwell & Co.
BARTON, British str., 2,408, W. J. Thompson, 3rd April—Mojito 28th March, Coal—Mitsui Bussan Kaisha.
CHOTANARO, British str., 1,424, M. Courtney, 4th April—Shanghai 28th March, via Swatow 3rd April, General—Jardine, Matheson & Co.
COLLENS, German str., 3,750, H. Rogener, 4th April—Sydney 12th March, and Manila 2nd April, General—Melchers & Co.
DEUCALION, British str., 4,476, H. W. N. Evans, 3rd April—Singapore 29th March, General—Butterfield & Swire, W. McArthur.
EASTERN, British str., 2,274, W. McArthur, 3rd April—Kobe 29th March, General—Gibb, Livingstone & Co.
GIENFANO, British str., 2,053, W. Hartnell, 3rd April—Shanghai 31st March—Shewan, Tomes & Co.
KATO CHING, Chinese str., 1,002, A. F. Brissander, 4th April—Chinkiang 51st March, General—Tung Lee.
MANDARIN MARU, Japanese str., 3,245, K. Shimidzu, 4th April—Mitsui 30th March, Coal—Mitsui Bussan Kaisha.
PHUMPHEN, British str., 1,055, J. H. Scott, 3rd April—Singapore 30th March, Rice and General—W. J. Thompson.
THIBODAS, Dutch str., 4,660, P. J. v. Emmerick, 4th April—Amoy 2nd April, Coals and General—Java-China-Japan Line.
TOSA MARU, Japanese str., 4,983, Nomura, 4th April—Mojito 30th March, General—Nippon Yusen Kaisha.
YANGTZE, British str., 4,149, J. Palford, 3rd April—Amoy 2nd April, General—Butterfield & Swire.
YUENANG, British str., 1,128, P. H. Rolfe, 4th April—Manila 1st April, General—Jardine, Matheson & Co.
ZAFIRO, British str., 1,618, R. Rodger, 4th April—Manila 2nd April, Sugar, Hemp and General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 4th April.
Atlantic, American str., for Saigon.
Bourbon, French str., for Saigon.
Chongqing, British str., for Shanghai.
Erithof, Norwegian str., for Haiphong.
Haidan, British str., for Swatow.
J. Diederichsen, German str., for Hoihow.
Kwangtung, British str., for Singapore.
Nasahan, British str., for Saigon.
Famen, German str., for Hoihow.
Yongtze, British str., for Singapore.

DEPARTURES.

4th April.
ANNU, British str., for Canton.
BANALDE, British str., for Nagasaki.
KWANGTUNG, Chinese str., for Shanghai.
MEIKO, Chinese str., for Canton.
MORMONSHIRE, British str., for Shanghai.

SHIPPING REPORTS.

The Japanese str. **Mandarin Maru** reports: "N.E. strong breeze, *Dauca* reports: Moderate N.E. winds and clear weather.
 The Dutch str. **Thibodas** reports: Strong wind, light N.N.E. breeze to Easterly sea and swell, overcast.
 The British str. **Eastern** reports: Having left Kobe on the 23rd ultimo, at sea, experienced thick rainy weather through Island Sea, which necessitated ship anchoring for 10 hours, and same weather with strong N.E. Easterly winds to Breaker Point; from there to Hongkong, cloudy and hazy.

VESSELS IN DOCK.

April 4th.
KOWLOON DOCK—*Savine Rickmers*, *Ban-chung*, H.M.S. *Officer*, *Atlantis*, *Wo Kowai*, H.M.F.M.S. *Patrol*, H.M.S. *Penn*, *Quinta*.
COSMOPOLITAN DOCK—*Taiwan*, *Glenfarg*.

TAIKOO DOCK—*Hangang*, *Peking*.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)
STEAM FOR BOMBAY.
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA."
 Captain Belsie, will be despatched as above on TUESDAY, the 12th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 1st April, 1910. [4]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
Fiume and Trieste (Direct).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice, and Adriatic Ports.)

THE Company's Steamship

"AUSTRIA."
 Captain Reichel, will be despatched as above on TUESDAY, the 26th April.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For further particulars as to Passage and Freight, apply to
SANDER WIELER & Co.,
 Agents.
 Hongkong, 1st April, 1910. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring near Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
SECTIONS.						
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.						
LONDON & ANTWERP via SINGAPORE, &c.	MANILA	Brit. str.	—	W. R. Le Mare, R.N.R.	P. & O. S. N. Co.	About 5th inst.
LONDON, ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Cuny	JARDINE, MATHESON & Co., Ltd.	About 6th inst.
LONDON, &c., via USUAL PORTS OF CALL	ASHLEY	Brit. str.	—	Owen Jones, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon
ROTTERDAM & HAMBURG via STRAITS, &c.	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	HAMBURG-AMERICA LINE	About 21st inst.
HAYRE & HAMBURG via STRAITS, &c.	C. FRED. LARSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 22nd inst.
HAYRE & HAMBURG via STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Knael	HAMBURG-AMERICA LINE	On 26th inst.
HAYRE & HAMBURG via STRAITS, &c.	ANDALUSIA	Ger. str.	k. w.	Girtenbräu	HAMBURG-AMERICA LINE	On 10th May.
COPENHAGEN & BALTIC PORTS	TRANQUERBAR	Ger. str.	k. w.	Fase	MELCHERS & Co.	End of May.
MARSEILLES & HAMBURG via STRAITS, &c.	SPEZIA	French str.	—	Broc	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, &c., via PORTS OF CALL	POLYNESIAN	French str.	—	T. Mural	MESSAGERIES MARITIMES	On 12th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MITAZAKI MARU	Ger. str.	k. w.	Duina	NIPPON YUSEN KAISHA	On 13th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KIRAKO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	IYO MARU	Jap. str.	—	T. L. Harrison	NIPPON YUSEN KAISHA	On 11th May, at D'light
MARSEILLES, COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—	O. Palanke	MELCHERS & Co.	About first half of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	KLEIST	Ger. str.	—	Raisch	SANDER, WIELER & Co.	On 26th inst.
TRIESTE, &c., via SINGAPORE, &c.	AUSTRIA	Aus. str.	—	J. Boyd	ADHOLD, KARBURG & Co.	On 26th inst.
NEW YORK	INVERIC	Am. str.	—		DODWELL & Co., Ltd.	About 6th inst.
NEW YORK & BOSTON	DACRE CASTLE	Brit. str.	—		SHAW, TOMES & Co.	On 12th inst.
SAN FRANCISCO	STATHSPEY	Brit. str.	—		DODWELL & Co., Ltd.	On 7th inst.
VANCOUVER (DIRECT)	ATMERIC	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 23rd inst., at 7 a.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 24th May, at Noon
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 26th inst., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TANAKA MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 24th May, at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—		OSAKA SHOSHEN KAISHA	On 20th inst., at Noon
TACOMA via JAPAN	BUITO MARU	Jap. str.	—		OSAKA SHOSHEN KAISHA	On 15th inst., at Noon
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	YAWATA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 15th inst., at Noon
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	COLLENS	Ger. str.	—	H. Raegenor	MELCHERS & Co.	On 22nd inst., at D'light
AUSTRALIAN PORTS via MANILA	NIKRO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th May, at Noon
AUSTRALIAN PORTS via MANILA	COLLENS	Ger. str.	—	H. Raegenor	MELCHERS & Co.	On 13th inst., at Noon
YOKOHAMA & KOBÉ	NIKRO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch.
NAGASAKI, KOBÉ & YOKOHAMA	HIRAKO MARU	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	To-day, at 4 p.m.
KOBÉ & YOKOHAMA	TAIYUAN	Ger. str.	k. w.	Halversen	BUTTERFIELD & SWIRE	On 12th inst., at 3 p.m.
JAPAN	KANGAROO	Brit. str.	1 m.	Kensie	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon
TSINGTAU, WEIHAIWEI, CHEFOO & NEWCHANG	CHOYANG	Ger. str.	k. w.	M. Courtney	HAMBURG-AMERICA LINE	To-day.
SHANGHAI, KOBÉ & YOKOHAMA	ARAGONIA	Ger. str.	—	E. Wilhelm	MELCHERS & Co.	About 6th inst.
SHANGHAI, KOBÉ & YOKOHAMA	GOREN	Ger. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	About 6th inst.
SHANGHAI, KOBÉ & YOKOHAMA	NOBE	Brit. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	On 7th inst., at 8 a.m.
SHANGHAI, MOJITO, KOBÉ & YOKOHAMA	CHOSHUN MARU	Jap. str.	1 m.		BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
SHANGHAI via SWATOW, AMOY & FOCHOW	ANNU	Brit. str.	k. w.	Block	HAMBURG-AMERICA LINE	On 10th inst., at D'light
SHANGHAI, KOBÉ & YOKOHAMA	ANDALUSIA	Brit. str.	—	P. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light
SHANGHAI, KOBÉ & YOKOHAMA	KWONGHANG	Brit. str.	1 m.	Magnen	BUTTERFIELD & SWIRE	On 11th inst., at Noon
SHANGHAI, KOBÉ & YOKOHAMA	CHINGHUA	French str.	—	Teranaka	MESSAGERIES MARITIMES	On 12th inst., at Noon
SHANGHAI, KOBÉ & YOKOHAMA	SALAZAR	Jap. str.	—		NIPPON YUSEN KAISHA	On 14th inst., at 4 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	BOMBAY MARU	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 14th inst.
SHANGHAI, KOBÉ & YOKOHAMA	CHENAN	Brit. str.	—	B. W. H. Snow	BUTTERFIELD & SWIRE	On 17th inst., at D'light
SHANGHAI	DELTA	Brit. str.	1 m.	C. Lindberg	MELCHERS & Co.	Quick despatch.
SHANGHAI	LYNAN	Dan. str.	—	A. Pander	JAVA-CHINA-JAPAN LINE	On 13th inst., at 10 a.m.
SHANGHAI, YOKOHAMA & KOBÉ	TRANQUERBAR	Dut. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 10th inst., at 10 a.m.
SHANGHAI	TILLWONG	Jap. str.	—	H. Murayama	OSAKA SHOSHEN KAISHA	To-day, at 10 a.m.
ANPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIR & Co.	On 7th inst., at 10 a.m.
TAMSUI via SWATOW & AMOY	DAIKI MARU	Brit. str.	2 h.	Evans	DOUGLAS LAFRAIR & Co.	On 8th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIR & Co.	To-day, at 3 p.m.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	1 m.	Pennothier	BUTTERFIELD & SWIRE	On 8th inst., at 4 p.m.
SWATOW, AMOY & FOCHOW	YANGSHANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon
MANILA	YANGSHANG	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	On 12th inst., at 3 p.m.
MANILA	ZAFIRO	Brit. str.	1 m.	A. W. Osterbridg	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 p.m.
MANILA	TRAY	Brit. str.	—	S. J. Payne	SHAW, TOMES & Co.	On 16th inst., at Noon
MANILA	LOONGSANG	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
MANILA	RUBI	Brit. str.	1 m.	H. A. Harde	NIPPON YUSEN KAISHA	On 12th inst., at Noon
MANILA	SUNGKANG	Brit. str.	—	Y. Norimura	CARLOWITZ & Co.	To-day, at Noon
CEBU & ILOILO	TOMA MARU	Ital. str.	—	Belsie	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon
BOMBAY via SINGAPORE & COLOMBO	ISCHIA	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
BOMBAY via SINGAPORE & COLOMBO	KUTANG	Brit. str.	—	W. G. G. Leask	JAVA-CHINA-JAPAN LINE	
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	—	P. J. van Emmerick		
SINGAPORE, PENANG & CALCUTTA	THIBODAS	Dut. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.						

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJITO, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363	J. Boyd	On 7th April.
SUVERIC	6,232	S. Shotton	On 5th May.
OCEANIC	4,657	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathie	On 5th July.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 18th January, 1910.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRAMERS	TO SAIL.
YOKOHAMA & KOBÉ	"COBLENZ" Capt. H. RAEGENER	About 2nd April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. O. PARNKE	Wed'ay, 6th April, at Noon
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"GOEBEN" Capt. B. WILHELM	About 6th April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEGENER	Friday, 2nd April, at D'light

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 30th March, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" Sat., 23rd April	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF INDIA" Sat., 14th May	"ALLAN LINE" Friday, 10th June
"MONTEAGLE" Tuesday, 24th May	
"EMPERESS OF JAPAN" Sat., 4th June	"EMPERESS OF BRITAIN" Fri., 1st July
"EMPERESS OF CHINA" Sat., 25th June	"ELLEN LINE" Friday, 22nd July
"EMPERESS OF INDIA" Sat., 16th July	"EMPERESS OF IRELAND" Fri., 12th Aug.

The "EMPERESS" Steamships leave HONGKONG at 7 a.m. at 12 Noon.
 The "EMPERESS" Steamships leave CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 The "EMPERESS" Steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
 Intermediate on Steamers \$43 \$45.
 and 1st Class Railway
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording accommodation for that class.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBÉ & YOKOHAMA	"SALAZAR" Capt. Magnen	On 11th April, P.M.
MARSEILLES via PORTS	"POLYNESIAN" Capt. Broc	On 12th April, 1 p.m.
SHANGHAI, KOBÉ & YOKOHAMA	"AUSTRALIAN" Capt. Rignier	On 25th April, P.M.
MARSEILLES via PORTS	"OCEANIAN" Capt. Sellier	On 26th April, 1 p.m.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. to £31.10s. 23 hours' Railway from Marseilles to London. Inter-ferries meet Passengers at their arrival in Marseilles. For further Particulars, apply to—

P. THOMAS, AGENT,
 Queen's Building.

Hongkong, 30th March, 1910.

VESSELS ON THE BERTH

For WLADIVOSTOCK.

THE Steamship
"TUNGUS."
 Captain Halversen, will be despatched for the above Port TO-DAY, the 5th April, 1910, at 4 p.m.
 For Freight or Passage, apply to—
HAMBURG-AMERICA LINE,
 Hongkong Office.
 Hongkong, 25th March, 1910. [455]

"SHIRE" LINE OF STEAMERS, LTD
 For LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"FLINTSHIRE."
 Capt. G. C. Cuny, will be despatched as above on or about the 6th April.
 For Freight or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 29th March, 1910. [358]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship
"AYMERIC."
 From HONGKONG,
 ON THURSDAY, the 7th APRIL,
 FOR VANCOUVER DIRECT.

To be followed by
SUVERIC 5th May.
OCEANIC 11th June.
KUMERIC 5th July.
AYMERIC 25th July.
 Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.
 For further information regarding rates of freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
 Hongkong.
 Hongkong, 29th March, 1910. [466]

JAVA ASIATIC S.S. COMPANY.

For SAN FRANCISCO.
 (Taking through Cargo to Los Angeles.)

THE Steamship
"STATHSPEY"
 Will be despatched for the above Port on or about FRIDAY, the 8th April.
 For Freight and further Particulars, apply to
SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 4th April, 1910. [430]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALACCA COAST).
 PROPOSED SAILINGS FROM HONGKONG.

D. SCHOLTE & CO., AMSTERDAM.

**DUTCH PIECE GOODS: SHIRTINGS,
SPANISH STRIPES, DRILLS,
CASHMERES, ETC., AND ALL
SUNDRIES.**

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

Mails from EUROPE via SIBERIA—

Date of Despatch from London. Date due in Hongkong. Vessel.

16th March.

To-day.

Kleist.

The Goeben, with the German mail of the 9th ult., left Singapore on Saturday, the 2nd inst., at 8 p.m., and may be expected here on or about Thursday, the 7th inst., at 6 a.m.

FOR	PER	DATE.
Haiphong	Friedhof	Tuesday, 5th, 8.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 5th, 9.00 A.M.
Singapore	Yangtze	Tuesday, 5th, 11.00 A.M.
Singapore, Penang and Calcutta	Kutsang	Tuesday, 5th, 11.00 A.M.
Saigon	Brand	Tuesday, 5th, Noon.
Swatow	Bourbon	Tuesday, 5th, 1.15 P.M.
Manila	Sui Tai	Tuesday, 5th, 2.00 P.M.
Yokohama and Kobe	Norcan	Tuesday, 5th, 4.00 P.M.
Singapore, Colombo and Bombay	Coblenz	Tuesday, 5th, 4.00 P.M.
Haiphong	Tosa Maru	Tuesday, 5th, 5.00 P.M.
Swatow and Bangkok	Mahlde	Tuesday, 5th, 5.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	Phraung	Tuesday, 5th, 5.00 P.M.
Swatow, Cheribon, Samarang, Sourabaya and Macassar		

EUROPE, &c., India via Taitcorin
(Late Letters 11.00 to 11.30 A.M. Extra
Postage 10 cents)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

Macao	Sui Tai	Wednesday, 6th, 1.15 P.M.
Singapore, Penang and Colombo	Haitan	Wednesday, 6th, 3.00 P.M.
Swatow	Yangtze	Thursday, 7th, 9.00 A.M.
Moji, Kobe, Yokohama, Victoria, Vancouver and Tacoma	Choyang	Thursday, 7th, 11.00 A.M.
Shanghai	Sui Tai	Thursday, 7th, 1.15 P.M.
Shanghai, Penang and Colombo	Choyang	Thursday, 7th, 3.00 P.M.
Haiphong and Bangkok	Choyang	Friday, 8th, 9.00 A.M.
Swatow, Amoy and Foochow	Choyang	Friday, 8th, 11.00 A.M.
Batavia, Cheribon, Samarang, and Sourabaya	Choyang	Friday, 8th, 1.15 P.M.
Singapore, Penang and Calcutta	Choyang	Friday, 8th, 3.00 P.M.
Manila	Choyang	Saturday, 9th, 1.15 P.M.
Manila	Choyang	Saturday, 9th, 3.00 P.M.
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Manila	Choyang	Saturday, 30th, 3.00 P.M.
Manila	Choyang	Saturday, 30th, 5.00 P.M.
Manila	Choyang	Saturday, 30th, 7.00 P.M.
Manila	Choyang	Saturday, 30th, 9.00 P.M.
Manila	Choyang	Saturday, 30th, 11.00 P.M.
Manila	Choyang	Sunday, 1st, 1.00 A.M.
Manila	Choyang	Sunday, 1st, 3.00 A.M.
Manila	Choyang	Sunday, 1st,